

EU Progress in Fighting Drink Driving and the Use of Alcohol Interlock Devices

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16 May 2012

Presentation outline

1. Introduction to ETSC and our work on drink driving
2. Provisional data on reducing the number of road deaths attributed to drink driving
3. Examples of alcohol interlocks usage in EU member states
4. Driving under the influence of illegal drugs and medicines

ETSC Activities



Monitoring EU transport safety policy



Road Safety **Performance Index (PIN)** - Ranking EU countries' performances



BikePal



Road Safety '**At Work** and '**To Work**



STudents **A**cting to **R**educe **S**peed



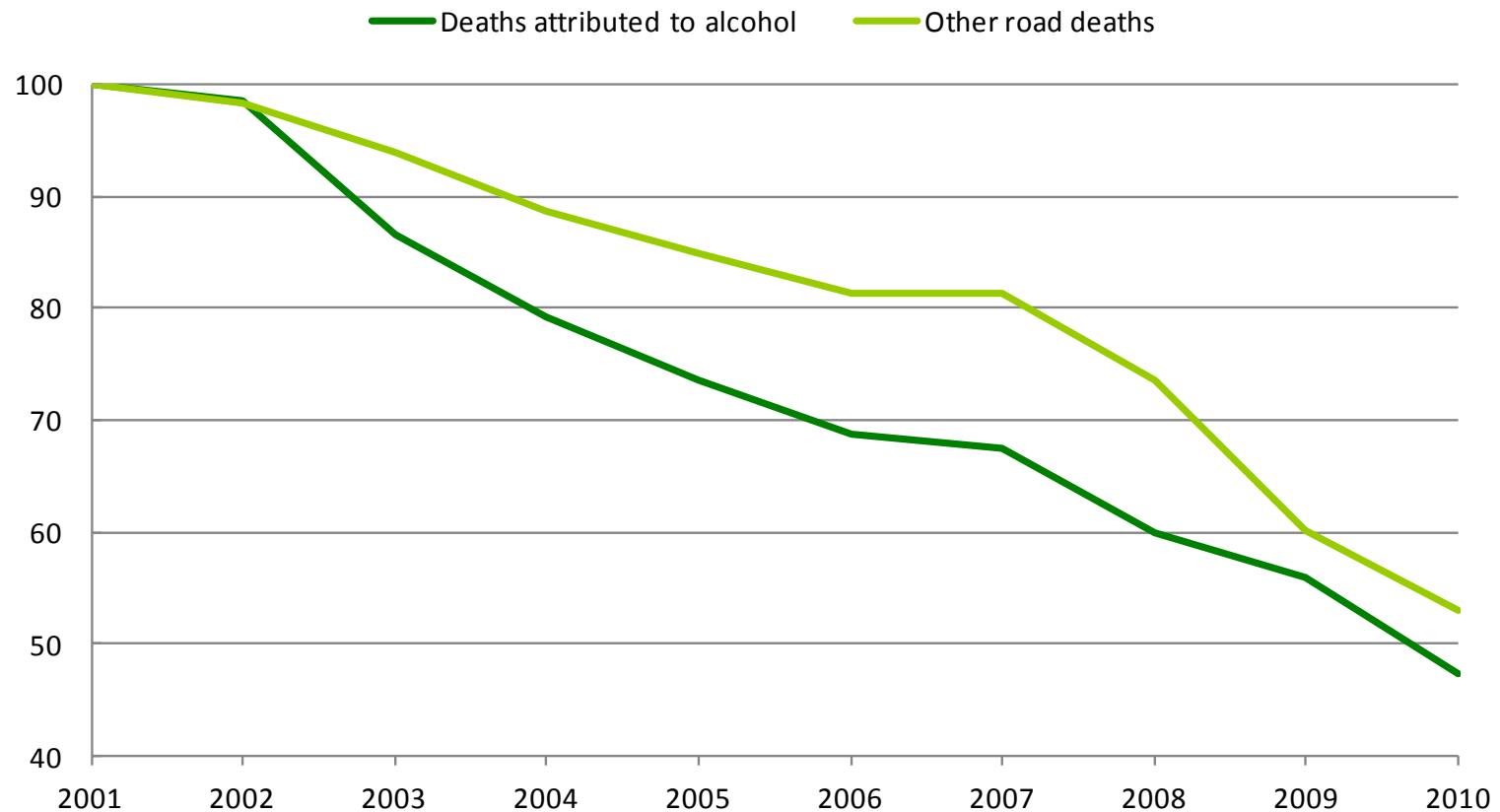
Safe&Sober Campaign and **Drink-Driving Policy Network**

Background to drink driving in Europe

- Up to 2% of kilometres driven in the EU are driven with an illegal Blood Alcohol Concentration
- Of the 31,000 deaths in road collisions in the EU in 2010, 11% were attributed by Member States to drink driving
- According to EC estimates, 25% of all road deaths across the EU are alcohol-related=>if this is correct ETSC estimates that 6500 deaths would have been prevented in 2010 if all drivers had obeyed the law on drink driving
- Each Member State has its own way of attributing a road death to drink driving
- In 2010, 7 countries attributed fewer than 6% while 5 countries attributed more than 30%

Drink driving deaths in 22 countries

Relative developments in road deaths attributed to drink driving and in other road deaths in 22 EU countries



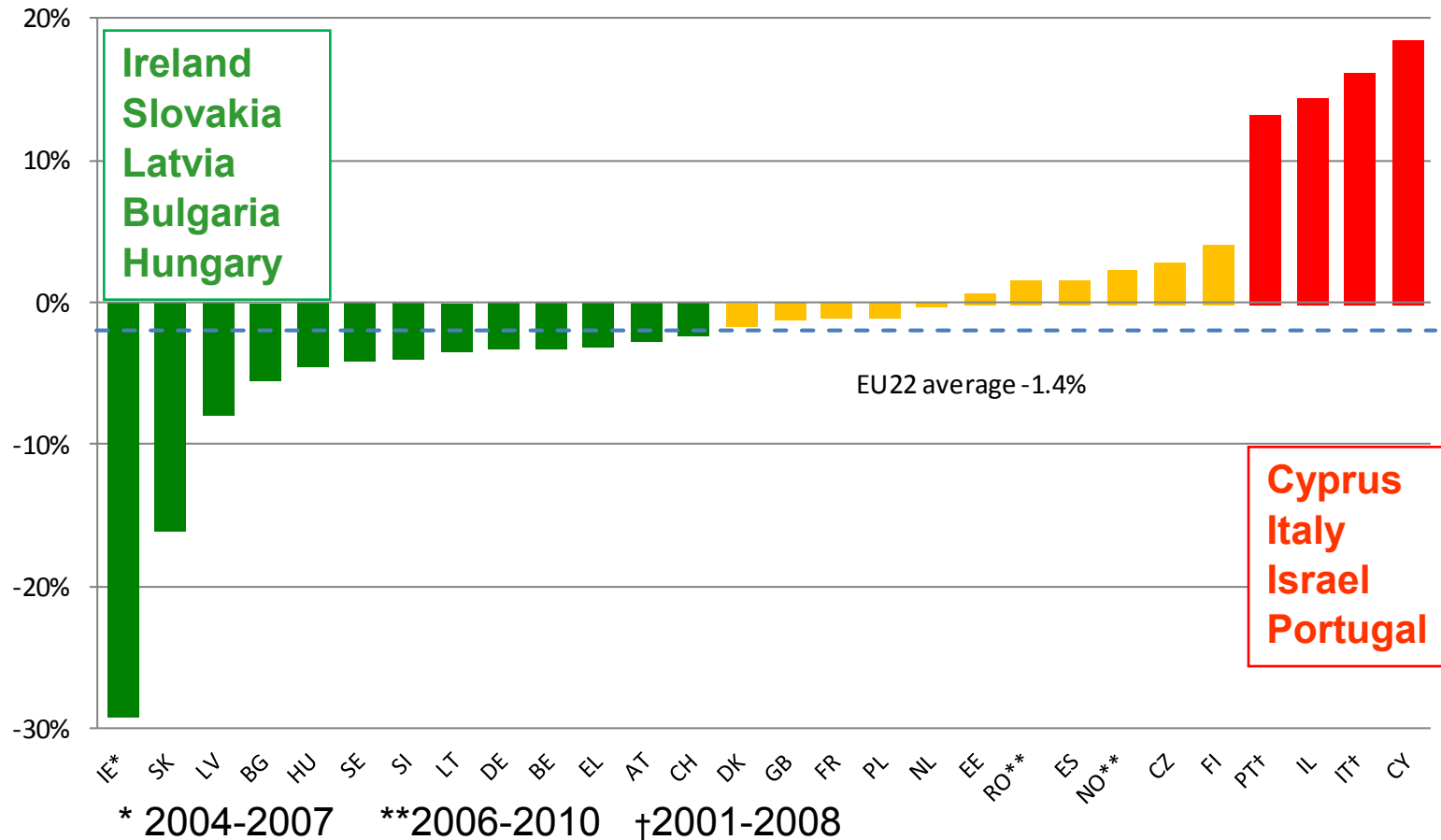
Measuring progress against drink driving

- General measures to reduce deaths on the roads have an effect on drink driving deaths as well
- Measures to particularly tackle drink driving should make deaths attributed to drink driving fall faster than other road deaths
- So ETSC's chosen indicator of progress over the years in tackling drink driving is the

Difference between the **average annual percentage reduction in deaths attributed to drink driving** and the **corresponding percentage reduction in other deaths**

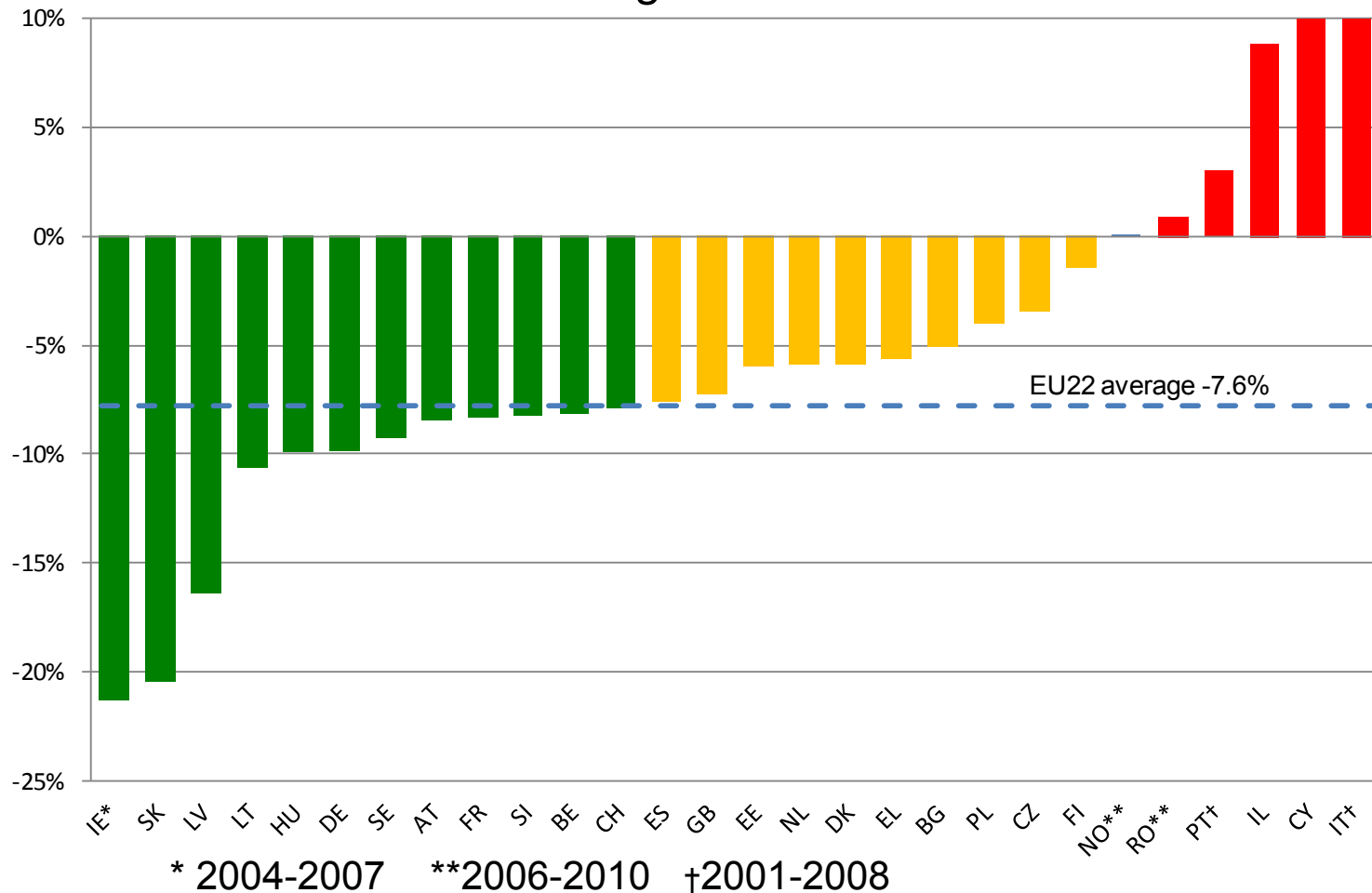
Progress against drink driving

Difference between the average annual percentage reduction in deaths attributed to drink driving from 2001 to 2010 and the corresponding percentage reduction for other deaths



Reduction in drink driving deaths

Average annual percentage change in the number of road deaths attributed to drink driving from 2001 to 2010



Enforcement: checks per 1000 population

Country	Checks per 1000 population	Percentage above legal limit
FI	429	0.9%
NO	367	0.2%
SE	287	0.6%
CY	217	5.3%
SI	198	4.7%
FR	173	3.4%
EL	161	2.1%
IE	126	1.9%
AT	122	3.7%
IL	122	1.0%
HU	120	3.6%
ES	114	1.8%
PT	106	3.8%
EE	105	0.7%
PL	88	4.9%
LT	40	1.7%
DK	36	6.7%
IT	27	2.5%
GB	14	11.6%

Positive checks per 1000 population

Country	Positive checks per 1000 population	Country	Positive checks per 1000 population
CY	11.6	LV	1.9
SI	9.3	SE	1.8
FR	6.0	DK	1.8
BE	5.0	RO	1.7
AT	4.5	GB	1.6
PL	4.3	IL	1.2
HU	4.3	SK	1.2
PT	4.1	LT	1.1
FI	3.9	NO	0.9
EL	3.1	CZ	0.8
BG	3.0	EE	0.7
IE	2.4	IT	0.7
ES	2.0		

Interventions to tackle drink driving

BAC levels in Europe

	Standard BAC	BAC for commercial drivers	BAC for novice drivers
Austria	0.5	0.1	0.1
Belgium	0.5	0.5	0.5
Bulgaria	0.5	0.5	0.5
Cyprus	0.5	0.5	0.5
Czech Republic	0.0	0.0	0.0
Denmark	0.5	0.5	0.5
Estonia	0.2	0.2	0.2
Finland	0.5	0.5	0.5
France	0.5	0.5 (0.2 bus drivers)	0.5
Germany	0.5	0.0	0.0
Greece	0.5	0.2	0.2
Hungary	0.0	0.0	0.0
Ireland	0.5	0.2	0.2
Italy	0.5	0.0	0.0
Latvia	0.5	0.5	0.2
Lithuania	0.4	0.2	0.2
Luxembourg	0.5	0.1	0.1
Malta	0.8	0.8	0.8
Netherlands	0.5	0.2	0.2
Poland	0.2	0.2	0.2
Portugal	0.5	0.5	0.5
Romania	0.0	0.0	0.0
Slovakia	0.0	0.0	0.0
Slovenia	0.2	0.0	0.0
Spain	0.5	0.3	0.3
Sweden	0.2	0.2	0.2
UK	0.8	0.8	0.8

Table 1: Legal BAC limits in the 27 EU Member States

Ireland

- Harmful alcohol consumption pattern
- Average Irish adult drank 11.9 litres of pure alcohol in 2010
 - 482 pints of lager
 - 125 bottles of wine
 - 45 bottles of vodka
- 1.5 m adults in Ireland drink in a harmful pattern
- 88 deaths per month
- Half suicides
- 60 medical conditions (cancers)
- 2,000 beds nightly
- ¼ emergency departments
- 7,866 admissions to addiction centre
- Harmful to foetus
- 16% child abuse cases

Ireland

- Lower BAC limit for all drivers in July 2011
- 0.2 g/l for learner drivers, novice drivers (first 2 years of having a licence), professional drivers (including also hauliers and taxi drivers)
- 0.5 g/l for all other drivers
- Tougher sanctions:
 - At 0.2 limit (novice and professional) : 200 EUR fine and loss of licence for 3 months
 - At 0.5 limit: 200 EUR fine and 3 penalty points – 12 penalty points in three years results in loss of licence for 6 months
 - if between 0.8 and 1.0: 400 EUR fine and loss of licence for 6 months

Alcohol Interlock barometer

	Pilot project ongoing	Legislation in preparation	Legislation in discussion in Parliament	Legislation adopted	Legislation in implementation	Rehabilitation	Commercial Transport	Voluntary use of alcolocks in commercial transport
Austria	✓					✓		✓
Finland				✓	✓ for school buses and daycare transport	✓	✓	✓
Sweden				✓		✓	✓	✓
Netherlands	✓			✓	✓	✓		
France				✓	✓ for rehabilitation programme	✓	✓ for school buses	
Belgium				✓	✓	✓		✓
Slovenia	✓							✓
Denmark				✓		✓	✓	
Germany	✓							
UK								✓

Alcohol interlocks in France

- France is the only EU country in which alcohol is the main factor in accidents ahead of speeding
- First pilot project in 2004 in the Haute Savoie region
 - Offenders with BAC of 0.8 to 1.6 g/l
 - Six months and € 1,260
 - Four to five lower rate of recidivism
 - Extended to 4 other French regions in December 2008
- New legislation (for recidivist and first time offenders) currently being discussed
- All new buses carrying children to be equipped with alcolocks as of September 2010 and the existing fleet to be retrofitted progressively.
- As of June 2012 all French drivers must have a portable breathalyzer in their car

To know more....

ETSC Newsletter to monitor drink driving safety policy

www.etsc.eu



Editorial

Alcolocks for all school buses and daycare transport have become mandatory in Finland since August. Previously, alcolocks have only been recommended while now the new law makes sure that all vehicles used for child and daycare transportation will have the device installed. Thanks to the new legislation, the Finnish Government guarantees to its citizens a safer journey to school for their children by providing all their vehicles with sober drivers. Failure to use an alcolock device will result in punitive fines. Finland has been the first European country to legislate on alcolocks: its usage covers different areas, from rehabilitation to commercial transport and voluntary use. A new medium term plan also foresees alcohol interlock device to be mandatory in all public transport by 2014. ETSC has always supported the use of alcolocks in commercial and passenger transport and welcomes the introduction of mandatory alcohol interlocks as a further quality assurance within the Finnish transport system. ETSC hopes that this new measure will encourage even more EU Member States to adopt alcolocks as a tool to tackle drink driving and improve safety on their roads.

The 15th Drink Driving Monitor brings news from across the EU on steps to further improve drink driving legislation and enforcement. The latest TISPOL's alcohol and drug campaign before Christmas is presented together with the implementation of the alcolock legislation in Finland and the proposal of a lower BAC limit in Northern Ireland. New stricter measures to tackle drink driving in France and an interview with the German Federal Highway Research Institute (BASt) on a new alcolock trial programme are included as well as ETSC's alcolock legislation barometer.

Recommendations to Member States

- Consider adopting a **zero tolerance** for drink driving
- Intensify **enforcement of laws** by setting **minimum targets for alcohol checks** of the driving population (e.g. one driver in 5 should be checked each year)
- Introduce **systematic breath-testing** in all Police checks related to driving or collisions
- Introduce **rehabilitation programmes** and **higher penalties** to address recidivism
- Organise regular nationwide **campaigns raising awareness of drink-driving risk**
- Develop the **use of alcohol interlocks** in rehabilitation

Driving under the influence of drugs

- EU DRUID project findings:
 - Alcohol impaired driving is the main problem in traffic safety, but also psychoactive medicines can constitute a problem in traffic safety;
 - Psychoactive medicines were in general mainly detected among older female drivers during daytime hours
 - the prevalence of illicit drugs in the driver population (estimated EU mean 1.90%) is lower than the alcohol prevalence (estimated EU mean 3.48%)

Illegal drugs and medicine: NO study

Benzodiazepines and benzo-like

- Alprazolam
- Clonazepam
- Diazepam
- Fenazepam
- Flunitrazepam
- Nitrazepam
- Oxazepam
- Zolpidem
- Zopiclone

Cannabis

- THC

Central stimulants

- Amphetamine
- Cocaine
- MDMA
- Methamphetamine

GHB

- GHB

Hallucinogens

- Ketamine
- LSD

Opioids

- Buprenorphine
- Methadone
- Morphine

Thank you for your attention
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